

- New text proposal for a definition of the Corrective steering function (CSF)
- To be included in Regulation 79

Industry proposal

Amend paragraph 2.3.4.2. to read:

2.3.4.2. "Corrective steering function (CSF)" means a ~~discontinuous~~ control function within a ~~complex~~ electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order ~~to compensate a sudden, unexpected change in the sideforce~~ to improve the vehicle stability (e.g. sidewind, μ -split), to assist driver to prevent potential collisions or to avoid lane departure by interventions beyond the lane markings. ~~Every compensation shall immediately be indicated to the driver by a constant acoustical signal which sounds for at least 1s or as long as the compensation exists, whichever is longer.~~ This function shall not be used for lane keeping purposes.

2.xxxx Crossing a lane marking means the outside of the tyre of the vehicle's front wheel closest to the lane markings crosses the inner edge of the visible lane marking.

2.3.4.2.1 Lane Departure Avoidance System (LDAS) means a function which assists the driver to avoid lane departure, by influencing the lateral movement of the vehicle after crossing the lane marking.

Add requirement

5.xxxx In the case of a LDAS intervention longer than 30s, an acoustic warning shall be provided until the end of the intervention.

In the case of 2 consecutive LDAS interventions within a rolling interval of [120s / 180s], an acoustic warning shall be provided by the system during the second intervention.